

of the highest class. Besides these two main buildings there will be a power house, store house, and office building. The power house will have boilers of about 1,800-h.p. capacity to supply the steam for the heating and power requirements of the various shops.

Work on the plant was started about the middle of October, and was pushed vigorously in order that the concrete foundations and drains might be completed before the cold weather set in. This work was successfully finished about the 1st of December, and the foundations are now ready to receive the steel superstructure which can be erected throughout the winter. The construction has been carried out under the directions of E. G. Cape, consulting engineer of Montreal.

The steel work on the power house is now almost completed, and this building will be closed during the winter.

The contract for the boilers has been let to the Babcock & Wilcox Company. The Canadian General Electric Company have secured the contract for the two 500-K.W. turbine-driven generators. The air compressors will be furnished by the Allis-Chalmers-Bullock Company. The contract for the steel work on the power house has been let to the Dominion Bridge Company, and that for the foundations and superstructure to the Forest City Paving Company, of London, Ont.

The advantages of the site are very apparent. It is a level stretch of ground lying between the Lachine Canal and the Grand Trunk Railway, just west of Montreal, so that the facilities for receiving and shipping could not be better.

The offices of the company are in the Board of Trade Building, Montreal, where the president and general manager, W. P. Coleman, and the assistant general manager, N. S. Reeder are to be found.



APPLICATIONS TO PARLIAMENT.

Notices of the following applications to Parliament have appeared since the last issue of the Canadian Engineer:

Temagami Railway Co.; to extend its line from Sturgeon Falls to the mouth of French River.

Montreal and Southern Counties Railway Co.; to extend time for beginning and completion of works, to increase capital, to absorb the Montreal and South Shore Auto Car Co., and to extend its lines to Montreal.

Woodstock and Lake Huron Railway; to incorporate a company to construct a line from Woodstock to a point near Kincardine.

International Terminal and Bridge Co.; to incorporate a company to construct a bridge across the Rainy River at Fort Frances, to operate a railway line thereon, to operate telephone and telegraph lines, and to have other powers.

Interprovincial and James Bay Railway Co.; to extend the time for starting and completing work.

Joliette and Lake Manuan Railway Co.; to extend time of construction.

Kingston and Dominion Central Railway; to build branches (1) from near Brockville to Montreal; (2) from near Westport to Ottawa; and to change the name to Montreal, Ottawa, Kingston and Georgian Bay Railway Co.

Montreal, Quebec and Southern Railway; to incorporate with power to construct from St. Guillaume to Sorel, and to acquire the lines and rights of the South Shore Railway, the Montreal-Longueuil Bridge Co., the Quebec Southern Railway, and the East Richelieu Valley Railway, and to extend time for completion of their works.

Ontario and Minnesota Power Co.; to confirm agreement between company and the Ontario Government regarding erection of power dam at Fort Frances, and for other powers.

Canadian Canals Corporation; to incorporate with power to construct waterways or ship railways from Georgian Bay to Lake Simcoe, and thence to Lake Ontario, and from Nottawasaga Bay to Lake Ontario.

Athabasca Railway and Oil Co.; to incorporate with powers to build from Edmonton to the junction of Clear Water River with the Athabasca River, and to drill for and deal in oil, etc.

Lebonk & Thunder Bay Railway; to incorporate with

power to build narrow gauge railway from Thunder Bay to Loon Lake in McTavish Township.

Battleford and Lake Lenore Railway Co.; to change the location of its line so as to run through Saskatoon, Sask.

Moosejaw and Edmonton Railway; to incorporate with power to build from Moosejaw to the elbow of the South Saskatchewan River, and thence to Edmonton.

Edmonton, Yukon and Pacific Railway Co.; to extend time for commencement and completion of works.

Athabasca Northern Railway; to incorporate with power to build from Edmonton to Athabasca Landing, to operate telephone and telegraph lines, and with other powers.

D. R. Fraser & Co.; to incorporate with power to construct dams, wharves, piers, etc., on the Saskatchewan River, above Edmonton.

Calgary and Battleford Railway; to incorporate with power to build from Calgary to Battleford, and thence to Prince Albert.

Kettle River Valley Railway; to incorporate with power to build from Quilchena to the international boundary, and from a point on that line to a point on the C.P.R.

Medicine Hat and Northern Alberta Railway Co.; to extend by three years time for commencement and completion of works.

Lake Champlain and St. Lawrence Ship Canal Co.; to extend time of commencement and completion of works.

Niagara, St. Catharines and Toronto Railway Co.; to extend time for commencement and completion of its extensions.

Hudson's Bay and North-West Railways Co., and Manitoba and Keewatin Railway Co.; to confirm amalgamation, and to incorporate as the Great North-West Transit Co. of Canada.

Macleod, Cardston and Montana Railway Co.; to extend time of commencement and completion of its works.

Lethbridge Bridge Co.; to incorporate with power to build a bridge across the Belly River, near Lethbridge, and to operate railways to connect the bridge with other lines of railway.

Kootenay, Cariboo and Pacific Railway Co.; to extend time for commencement, extension and completion of main line and branches.

Algoma Copper Range Railway; to incorporate with power to build from Batchewana Bay to Superior Mines and thence to the line of the C.P.R., near Biscotasing, to operate vessels, to develop mines, and with other powers.

Brantford and Woodstock Railway; to incorporate to build from Brantford to Woodstock, Ont.

Algoma Central and Hudson Bay Railway Co.; to extend time for construction.

Manitoulin and North Shore Railway Co.; to extend time for construction.

Ontario, Hudson Bay and Western Railway Co.; to extend time for commencement and completion of works.

Bay of Quinte Railway Co.; to construct branch from Bridgewater to the Actinolite Mines, Addington County, and to extend time for construction.



DEPRECIATION IN AN ELECTRIC PLANT.

Editor, Canadian Engineer:—

Sir—I think you have over-stepped the mark when you say on page 7, of the January issue of the Canadian Engineer, that "the annual cost of maintenance, including the interest and sinking fund is \$14,802," while I would consider in these days of rapid changes and improvements that \$14,802 would be scarcely sufficient for sinking fund and interest on \$94,000. A great deal of standard apparatus five years ago is now fit for the scrap heap. That would be 18 to 20 per cent. depreciation. I have not heard of any transformers that were installed five years ago wound with 110 and 220 volt secondaries. Yet they were being discarded two and three years ago by many progressive companies. The revolving field generators in this country five years ago probably would not number half a dozen. I could give you many such illustrations if I had time to take the matter up.

J. M. DEAGLE,

Manager Cataract Electric Co.

Cataract, Ont., Jan. 16th.